5. (Amended) An SCR system according to [any one of the preceding claims] claim 1, further comprising [also] means to cool gases upstream of the SCR catalyst.

6. (Amended) An SCR system according to claim 5, further comprising [also] control means such that said gas cooling means is activated only when a high SCR catalyst temperature is detected or conditions are determined that are expected to lead to high catalyst temperatures.

7. (Amended) A diesel engine provided with an SCR system [according to any one of claims 1 to 5] for treating combustion exhaust gas containing NO_x and particulates, said SCR system comprising an oxidation catalyst effective to convert at least a portion of NO in said NO_x to NO_2 thereby enhancing the NO_2 content of the exhaust gas, a particulate trap, a source of reductant fluid, injection means for said reductant fluid located downstream of said particulate trap and an SCR catalyst.

8. (Amended) A [light duty] diesel engine according to claim [6] 7, wherein the volume of the exhaust gas after-treatment system is reduced and the diesel engine is light duty.

9. (Amended) A method of reducing pollutants, including particulates and NO_x, in a gas [streams] stream, comprising passing [such] said gas stream over an oxidation catalyst under conditions effective to convert at least a portion of NO in the gas stream to NO_2 [and enhance] thereby enhancing the NO_2 content of the gas stream, removing at least a portion of said particulates in a particulate trap, reacting trapped particulate with NO_2, adding reductant fluid to the gas stream to form a gas mixture downstream of said trap, and passing the gas mixture over an SCR catalyst under NO_x reduction conditions.

11. (Amended) A method according to claims 9 [or 10], wherein the [gases are] gas stream or gas mixture is cooled[, if necessary,] before reaching the SCR catalyst.